THE TESTIMONY OF THE DEFENCE.

dien, dien, die.

May 4.—The Court was opened at 9 o'clock this morning, pursuant to adjournment. The order was read, and all the members answering to their names, the record of the proeedings of the first day were read. The Judge Advocate then proceeded to examine Lieut. Lucien Losser, of the Third Artillery, as witness for the prosecution, who, be ng duly swern, testified as follows:-

TESTIMONY OF LIEUT. LOESER.

Judge Advocate—What hour of the day of the 18th of April did Major Wyse turn over to you the command of the detachment for California?

Lieut. Locser—About ten in the morning.

Q. Where was it? A. At this post.

Q. How? A. By a written order.

Q. Is that a copy of it? (Showing the witness a copy of the document published in yesterday?s Herald.) A.

Q. Is that a copy of it? (Showing the witness a copy of the document published in yesterday?s Herald.) A. Yes.
Q. It is dated at 11½ A. M.; you say about 10—which is right? A. I presume the order is right; it was about that time yesterday.
Q. What time did the ship sail? A. About 2 o'clock, from the wharf foot of Warren street, in the city of New York, on the North river.
Q. How were they taken to her? A. The two companies at this post were taken from here in a small steamer alongsdue of the falcon; the other two were on board when I saw them, they came from Bedioe's Island.
Q. What instructions did Major Wyse deliver to you an regard to the command which he relinquished to you? A. The letter I have just seen was the only instructions he gave me at that time in regard to the fastructions.
Q. What instructions had you from him at the time or before the Falcon sailed, in regard to the destination.
Q. Phil you know of the matter in this letter dated the leth of April, or did you know otherwise of the orders of the government, or of the General-in-Chief, in regard to the destination of the companies? (Here the Judge Advocate banded the letter of the 10th of April, published in the report of the first day's proceedings, and the special order No. 51, knew that companies A and H were to go by the Flains, and companies D. G. I and K were to go on the 20th, by way of Panama; I never saw the order; I had not seen the letter of the 10th of April, and did not know the nations stated in paragraph four, special order No. 51, knew that companies A and H were to go by the Flains, and companies B. G. I and K were to go on the 20th, by way of Panama; I never saw the order; I had not seen the letter of the 10th of April, and the seen the letter of the 10th of April, and the seen the letter of the 10th of April, in respect to the march of the troops across the Ishmus? A. No, sir.

Q. How and where was the letter of Major Wyse, instructed you, or did you otherwise know, that companies G and I and D and H were destined as stated in

this post, at the wharf, just before going on board the small steamer which was to take the detachment to the Falcon.

CROSS EXAMINATION BY MAJOR WYSE.

Q. Did Major Wyse give you an order on or about the 14th of April, 1854, in reference to preparing the men for the march across the lathmus, &c. 7 and did not that order embody the substance of this letter of the 10th of April, 1854, except the first and last paragraphs? A. Yes; it was a written order; I have not got it, and am not able to produce it.

Major Wyse stated to the Court that he had not a copy, when the Court allowed the witness to state the substance of the order received by him from Major Wyse, and which was as follows:

One part of the order directed the detachment to be drilled here at this post in full marching order; another part directed each company of the four composing the command, that is to say, the tax here, and the two at Bedloc's Island, to be divided into four squads, according to the regulations, and a list of the squads to be furnished to Major Wyse; another part directed all clothing not wanted on the voyage to California, to be turned into the quartermaster's department; another part directed all men having less than six months to serve, to be transferred to the general service; that is the whole of the order, as mear as I can recollect; this was about the lath; it was four of five days before we salied; it edae of the order, I think Friday, the 18th, the day after Major Wyse returned from leave of a sense.

Q. Did that order not also state that these preparations were made with reference to the march across the 1sthmus, &c. 7. A. Not that I remember; I am not positive; I considered carefully only the part that related to me: I don't know that it stated the object, Mr. Van Voast told me, the second day we were out from this port on our voyage, that he had copies of the orders relating to the movement in the company book of Major Wyse's company book of Major Wyse is company to the fourt—Who was Adjutant to the detachment? A. Mr. C

Island.

Question by Major Wyse—Bo you remember whether or not Lieut. Van Voast stated that he was requested by Major Wyse to give you copies of said orders? A. I do not remember; I don't think he did.

[Major Wyse then asked the Court to take a short recess of five or ten minutes, to enable him to arrange the order of his deferne. This request was granted, and when the time expired, the Court proceeded with the case.]

[Major Wyse then asked the Court to take a short recess of five or ten minutes, to enable him to arrange the order of his defence. This request was granted, and when the time expired, the Court proceeded with the case.]

Testimony For The Definice.

Lient. Lorer, called for the defence, was examined by Major Wyse as follows:—

Question—Ind you inspect the steamer Falcon will bying at the foot of Warren street, before going to sea in her with the detachment composed of companies D. G. K and I? Answer—I did, under an order from Major Wyse.

Q. Was she in a fit state to take those troops to Aspinwall in? A Not in my opinion, without being first proved by a trial trip; I thought that necessary.

Q. Describe her condition in all respects. A. There were several engineers there; they said she had undergone repairs; of course I could see no evidence of it, but from that fact, or their salatement of it, I thought she ought to have a trial trip; her engine appeared naty and dirty, and she appeared and trip; there only not may parts of her was still green and very defensive, and you could not touch the fresh paint without getting it on you; the engineer, or the person who seemed to be the engineer in charge of the engine, appeared mable to answer questions and give information about the machinery, from the fact that he had not been, or said that he had not been, on the boat before.

Q. You have stated that you examined the Falcon. What is your conclusion as to her being seaworthy at the time of the examination. A. My epinion is that she was not seaworthy without a full trial; I mean that i thought she was not seaworthy without a full trial; I mean that it thought she was no teaworthy without a full trial; I mean that it thought she was a part and the conduct of the steamer after you allow not she was the summary of the conduct of the steamer after you allow not she was had along very slowly until some time in the first night, when is showing that she was to some repairs, the next day have try to be a summary of the conduc

O.S. STEANER PALCON, ARRESTED AND COLORS OF POLLOWING Uncourse—

STEANER FALCON, at sea,
ORDERS NO. 2.—The efforts of this command will assemble immediately to consult and advise on what course is best to be pursued in the present crippled condition of the engines of the transport, in order that the commanding officer may advise with the captain thereof as to the best course to take for the safety of the command. Listut, C. L. Winder will record the proceedings of the meeting.

(Signed) LUCIEN LOSESE.

First Lieut, 3d Artillery, commanding.

The officers met pursuant to the above order, commandin,
First Lieut, L. Loeser, 3d Artillery, commanding,
Assistant Surgeon J. Simpson, Medical Department.
R. Morray,
First Lieut, W. A. Winder, 3d Artillery,
First Lieut, J. W. Patten,
Second Lieut, Alex, Fiper,
Second Lieut, A. Winder, 3d Artillery,
The Chief Engineer, having been called, assistant and the short methods and the statements of the short methods are shown as the short methods and the short methods are short methods.

Second Lient. I. Van Voast.

Second Lient. I. Van Voast.

Second Lient. C. S. Winder.

The Chief Engineer, having been called, stated. 'I have as much steam on the ship as it is possible to get. This amount of steam and y gives her sleerage way, and in case we should encounter a gale, the probability is she would not have sufficient headway to obey her helm. The varies are worn and cannot be repaired at sen. The engine at prevent makes but four and a substitution, and is entirely dedicient. Had in her. I have been a practical engineer for eighteen year.

The Captain of the ship stated that during the last twenty four hours, mader favorable circumstances, the ship made but sixty-three miles. This is less than the previous days.

The meeting having maturely weighed the facts before them, unanimously adopted the following resolution, via.—Resolved, That from the statement of the chief engineer, and other is to at forth, the cummanding officer advice

with the captain of this transport, and recommend that be proceed to the nearest and most convenient part in the United States, in order to secure the astety of the command. There being no further business before it, the meeting adjourned size die.

(Signed)

LUCIEN, LOESER, its Lieut. 3d Artillery, Com'ng.

J. SIMPSON, Assistant Surgeon, U. S. A. 10BT, MURRAT, Assistant Surgeon, U. S. A. 10BT, M. 1

Court. The evidence required, he said, was to the following points:—

POINTS FOR THE DEFENCE.

1. We propose to show that the reputation of the steamer Falcon, as a seaworthy wessel at the time Major Wyse was ordered to lead his troops on board of her, was bad among nautical men, and such as justly to awaken apprehensions on the part of Major Wyse for the safety of his command, should they go to sea in her.

2. We propose to show that the Falcon was built in 1846, and her boilers in October, 1850, and that she stood as a second and third rate vessel on the records of the insurance companies in New York, and that such was her character, as given in all the official surveys made of her.

her character, as given in all the official surveys made of her.

3. We propose to show, by an official survey of the Falcon just made by the Wardens of the port of New York that she is badly strained in her timbers and knees, and that her joint construction is such as to cause her to labor and roll badly at sea, and to expose her deck passengers to great danger in a storm.

4. We propose to show that the engine of the Falcon at the time she sailed, was in such a defective state as inevitably to render it nearly powerless.

5. We propose to show that in the opinion of engineers and nautical men, Major Wyse was entirely correct in the opinion that the Falcon should have made a trial tip before proceeding to sea with passengers; as a precentionary measure ordinary prudence required such a trip.

6. We propose to show that in the opinion of engineers and nautical men, Major Wyse was entirely correct in the opinion that the Falcon should have male a trial this before proceeding to sea with passengers; as a precautionary measure ordinary prudence required such a trip.

6. We propose to show that the general equipments and condition of the Falcon were not such as to afford the officers and soldiers proper accommodations on the voyage to Aspinwall.

7. We propose to show that the event has proved that the opinion of Major Wyse in regard to this steamer was correct.

8. We propose to show that the military character of Major Wyse is such as to afford strong presumptive evidence against the truth of the second charge.

The Court, is accordance with the request of the Major, decided on adjourning, but before doing so Col. Steptoe was cannined for the defence.

TESTIMONY OF COL. STEPTOR.

Q. How long have you been acquainted with Major Wyse as an officer in the army, and what is his character for officerlike and gentlemanly conduct? A. I have been acquainted with Major Wyse as an officer of the army since 1857; his character as an officer and a gentleman I have always esteemed very high.

Here the Court adjourned till ten o'clock this morning. MORE EVIDENCE FOR THE DEPENCE.

The following letters, written by Lieut. Lorser while on beard the Falcon at real, will be produced in evidence to-day. It will be seen that they corroborate his testimony: STRANER FALCON, AT SEA, April 22. 1854 {

Sire—For the information of the War Department, I have the honor to forward the following report:

A couple of minutes before leaving Fort Columbus, with a propose of the 2d Arthillery, under orders to California via Panama to myself.

A couple of minutes before leaving Fort Columbus, with a propose of the columbus with the columbus till he had not a supply and the course he had a short two repositions of the War Department, I have the honor to forward the follow your relationship to well until some time in the night, when it bec

with the wind reach Norfolk and land the command our for the words, we sould reach Norfolk and land the command our int tomorrow.

To reach New York it would require three days at least, the wind being from S. W. for three days it was scarcely probable it would continue so long the he ometer indicated a change, and in case it should be adverse the greatest amount of steam would not give the solar more speed than two miles an hour, with a prospect of the machinery being disabled, should she oncounter a gale. The canvasts not trade he was beautiques and the wind prove adverse. (abled, should she encounter a gale. The canvase is not flicient to make headway; should the wind prove adverse is might make the veryage very long, and the suffering in odd climate would prove great, especially if driven off

this might nake the vergies very long, and the seffering in a cold climate would prove great, especially if drives off the ceast.

The master of the ship having consented to run into Norfolk only on condition that the kroups should be landed, declining to remain until could theigraph to the Department, by the relyice of my officers. I decided to land at Fertress Nonroe, Va., and there award further instructions.

Helping this course may meet with the approbation of the War Department, I have the honer to be very respectfully, your obedient servant.

Licet. LUCIEN LORERI,

Col. S. Coper, Adjatant General on ding Datachment. C. Note.—Original, with all the other decuments, forwarded to the Adjuntant General at Washington, by a basers of despatches, (Licet C. S. Winder, Adjutant 2d Artillery,) from Yort Mource, Va., on the evening of the 2th of April, 1876.

Copies of all of the same sout to Army Headquarter, New York, by mail from Fort Mource, on the 25th of April, 1874.

(Signed)

York, by mail from Fort Bonroe, on the 25th of April, 184.

(Signed) Livet Lors Ell, Lieut, and Comit.

CHEMAPRARE BAY, April 23, 1834. 5

Sin—In addition to my report herewith furnished you. I beg leave to state that soon after leaving. New York I became convinced in my own mind that this transport did not come up to what I considered it was the intention of the government to furnishes. I could not but think she was got upin great leave, and much as a matter of speculation. I found her very dirty, the bedding of the men, in many cases, filthy, and in most, much worn, and little better than nothing, landsquate previsions for policing that the think of the bedding thereof in the amendates and appropried of the cold and early found, is turniture being compared of the cold and early found, is turniture head compared of the cold and early found, is turniture head compared of the cold and early found, is turniture head compared of the cold and early found, is turniture head compared of the cold and early found, is turniture head compared for the men, is well as for first class cabin passage. From appearances it would seem she can consider from proper findings for the men, as well as for first class cabin passage. From appearances it would seem she was heing sent down as a teceship for the Panama stailread Company, to return as heaviled ship with their sich, after doing which I was informed she was to be taken up, thoroughly overhanded in order to make a passage heated ther. This, with the evident fact that we must reach Aspinuall long after the deerge Law, as I aw clearly before any idea was had of returning that her engines were very defective, all induced me to ready at his level and the proper in the matter.

Signed a continued in the content at aspinuall, before having fully laid the case before the War Department, and having their direction in the matter.

Signed a continued in the case before the War Department, and having their direction in the matter.

Signed a content of the content of the content of a spin

Cel. S. coper. Adjl. Goal. U. S. A.

Naval Intelligence.

United States Sur Manarola,
Sheaddar, China, January 15, 1854.
We are over forly-one months from the United States, and for the last six months have been at this place, witching the interests of our countrymen, and defending their property during the insurrectionary movement going on in this quarter of the globe.

We are all, thank God, quite well, happy, and contented, but exceedingly anxious to return once more to our native land. We are daily expecting the sloop of war Plymouth to relieve us at this station, when we will sail for the island of Loo-Choo, and from thence, in company with the rest of the squadron, pay our second and that visit to the Japanese at Jedo, remain there a few days, and from thence we sail for home—New York, we all hope—and may reach there about the first of August, if not before. I send you a list of our officers.—

Wh. S. Walker, Esq., captain, J. R. Goldsborough, first licutenant; Wm. A. Wayne, second licutenant; Wm. A. Webb, third licutenant; J. Madigan, master; J. Geo. Harris, pursor; Lewis J. Williams, acting surgeon, Thomas B. Steel, assisting surgeon, Albert Allmand, passed midshipman; Janes Cline, acting boatewain; Wm. H. Hismilton, gunner; Leonard Moses, carpenter; Henry T. Storker, sail maker, John J. Sowall, captain's Calveston for the surveying scheener Arago has arrived at

Henry T. Storker, sail maker, John J. Sewall, capitaln's clerb.

The U. S. surveying schoener Arago has arrived at Galvesten, for the purpose of being employed in finishing the work of the coast survey in this vicinity. The Arago will finish the work upon the bar and gulf coast in the neighborheed of the Island, and a smaller vessel will at the same time complete the survey of the upper bay. The officers of the Arago are.—Edwin J. PeHave I. Lieut. Commanding I. B. I. Jyee, Acting Master: George S. King, do.; —— Earker, Clerk and Draftsman; C. K. Sherman, Master's Mate; F. K. Nes, do. Lieut. PeHaven is the Gallant officer who commanded the Aretic (known as the Grinnell) expedition, consisting of the vessels Enterprise and Advance, in search of Sir John Franklin, and narrowly escaped a similar fate to that of the English explorer, having been frozen up for nine menths, and drifted twelve hundred miles, in an island of ice, from which he only escaped as by a miracle. His heroic conduct during the expedition has given him an extensive and well deserved reputation.—Galcutos Civilian, April 18.

Alexander Brown of Whitingville, has gived the Per

April 18.

Alexander Brown, of Whitinsville, has sued the Providence and Worcester Railroad for \$5,000, for damage sustained by him by reason of injuries to his son, John Brown.

Interesting from Peru.

[From the Burlington (Vt.) Free press, April 28.]

Call A Bar, Pau, Soura Arkanca, March 26, 1854.

I promised you before I sailed for the far of land, that I would drop you an occasional line when there was any thing of interest to communicate, but now I only wish that I could reverse the contract and obtain a few pages of news from your own pen, for we are, as it seems to one just arrived from the land of newspapers, shut out from the world and left to speculate upon the truth of the thousands of contraction—and bloody stories return brings to our ears from the United Sia—and Europe. We have dates up to Feb. 20 from the States, i.e. we have one New York Eirsan of that date. But there is abundance of excitement in this distracted country for us who have not been accustomed to regard revolutions and battles as every day occurrences as well as much that is new and interesting in the country itself, if one can forget politics and the fact that it is necessary to carry a pair of revolvers if you wish to go on an antiquarian excursion. Of the present political condition of Peru it is peculiarly hard to speak, for the administration de facto takes particular pains to mistify every report that comes from the insurgents, and to make everything appear favorable to itself. The government itself is professedly republican, but really a military despotism. Don Domingo Ellas, two with Gen. Castilla, is the leading spirit of the revolutionists, was formerly Governor of the Chinchs lalands, under the present administration. He was recalled, being charged with emberzlement of public money, and severely reprimanded and degraded, exasperated by which he retorted upon the government by exposing some of its own dishonest proceedings. As the eyes of the people were beginning to be opened to the fact that they never received any benefit from the immense guano trace at the Chinchsa and various other sources of revenue, the statoments of Ellas were easily accredited, and the administration, catching the alarm,

their want of money, were unable to arm the numbers which flocked to their standard, and have to depend in a great measure upon the slov but sure method of gaining over the people by spreading the seeds of discontent and relellion.

The provinces of Arequips, Puno, Moquegna and Taena declared for Castilla, and the rumor now is that Elias is in Lima with numbers of his partisans, preparing to rise when the proper time shall come. He does not aspire to the presidency himself, but supports Gen. Castilla. The present administration is evidently on the decline, distracted as it is by the war with Bollvia on the northern frontier, and the rebellious provinces on the south. Some time since all the government specie, amounting to over two millions of dollars together with State papera of impertance, were removed from Lima and placed on board the Peruvian steam fejgate Amazonis for security, and since have been transferred on board the British storeship Naiad, under the protection of that flag. The last news from the rebels was that an action took place on the 4th of March at Cajamarca, between a body of 600 government troops and 1,500 rebels, only 500 of whom were armed, and they very poorly. The latter are said to have been totally routed, with a loss of thirly killed. Gen. Castilla remains strongly entrenched at Arequipa, in a position from which it is said that it will be impossible to dislodge him.

Peru is literally suffering under war, pestilence and famine. The Monteneros, or black robbers of the mountains, have grown so strong and bold since the breaking out of the civil war, that they make descents upon whole towns along the coast. It is unsafe even to make a short excursion into the country without being well armed, and instances of highway robbery under the very walls of Lima are of every day occurrence.

We were somewhat surprised the other day by the sudden arrival of one hundred and fifty of our "fellow citizens," in an emigrant ship from Australia. They report twelve other versels as having been chartere

the course of a month, from Valparaiso.

The British West Indin Islands.

(From the Charleston Courier, April 28.]

By the schooner Mary, Capt. Wallace, from Nassau, N. P., we received files of the Nassau papers to the 16th inst. The Nassau Guardian, of the 16th inst., says that within the last fortnight it is estimated that about 4800,000 worth of wrecked property has been cast on our abore owing to had weather."

A private letter estimates the lesses up to the departure of the Mary at one million.

The following is an account of the quantity of salt shipped from Long Island during the last three months—Jan. 12—American schr. Julin & Nancy, for New Brunswick, N. C. 2,943 at 163/c. Jan. 18—Elizabeth Cawel, for Elizabeth City, N. C. 3,572 at 19c. Jan. 27—British schr. Adonis, for Baltimer.

by it."

The newly appointed Governor of British Guiana, P. Wodehouse, Esq., arrived at Georgetown on the 22d

The newly appointed Governor of British Guiana, P. Wodehome, Feq., arrived at Georgetown on the 22d ultime.

The Court of Pelicy was in session, and the Educational bill was under the consideration of the members. One of the clauses of the bill provides that parents shall be compelled to send their children to school from the ago of five to that of twelve, for five days in each week, under a penalty, unless some sufficient reason for absence was shown.

In testimony of their appreciation of the administrative talents of the Lieut. Governor, William Walker, Eq., a piece of plate was about to be presented to Mrs. Walker by the inhabitants of Georgetown.

In Trinidad, Major Bouchler had been sworn in as acting Governor. Lord Harris was instructed by the Duke of Newcastle to instal the Colonial Secretary in that responsible position, but through inadvertence no commission was sent with the instructions, and they could not be acted upon.

The inhabitants of Trinidad have resolved to erect on that faland a marble statue of their highly esteemed Governor. Lord Harris, if it can be obtained for £1,000 sterling. If not then a full length portrait of his lord-ship is to be painted by a first rate artist, and a marble but is to be obtait ed.

Private advices at St. Themas, from Toriola, announce the entire disappearance of cholera from that island. The number of deaths amounted to 1,000. The Legislature of Antigua had voted the sam of 5100 sterling, and that of St. Kitts £20, towards the relief of the sufferers of Toriola.

His Excellency Willoughly Shortland, the new Governor of Tobago, had arrived and assumed the duties of his office.

In Frederickton, N. B., they are blowing up the ice with gunpowder. An experiment was made on the 22d, where the ice was twenty two inches thick, and over it were four inches of half melted snow. A hole was cut through the ice, and a tin vessel containing twenty pounds of powder was put down into the hole under the ice, and the charge fixed by means of a galvanic battery, which resulted in heaving up the water and ice over an irregular sizes of at least thirty feet in diameter, to a beight of nearly sixty feet.

Our Emigrant Societies.

THE GERMANS. The German Society of the city of New York was organized in the year 1784, to assist German emigrants, and to afford relief to distressed Germans and their descendants. It was incorporated by the Legislature on

descendants. It was incorporated by the Legislature on the 6th of April, 1804.

This society now numbers about six hundred members, who elect every year, on the 22d day of February, a Board of thirteen directors, who choose from among themselves a President, two Vice Presidents, a Treasurer, and two Secretaries. Among the above members this society has the advantage to possess thirty-two of the most eminent German physicians, who render at all times their most valuable gratuitous services to any approximate their most valuable gratuitous services. times their most valuable gratuitous services to any ap-plicants recommended by the inspectors. In order to visit and administer to the wants of the sick and needy

Court of General Sessions.

Eefore his Honor Judge Beebe.

Assault and Battery.—William Divine, indicted for assault and battery, with intent to kill, pleaded guilty to assault and battery only. The court accepted his plea, and the prisoner was remanded, in order to give his council an opportunity of putting in affidavits in mitigation of punishment.

Edward Brady, indicted for an attempt to commit mayhen on the person of James Montgomery, pleaded guilty to assault and battery. The plea was accepted, and the defendant was sentenced to six months confinement in the Fenitentiary.

Burgiary in the Third Degree.—Bernard Martin was rired and convicted of burglariously entering the store of Mr. Noey, merchant tailor, and stealing therefrom several hundred dollars worth of cloths. The Court sentenced him to five years imprisonment in the State prison.

Forging is the Fourth Degree.—John Gillis pleaded guilty to forging in the fourth degree, and was remanded for sentence.

Grand Larceny.—Edward Goetcher pleaded guilty to grand larceny, in having stolen twenty promissory notes, valued at five dollars each, from Charles Hewlett. Remanded for sentence.

ACQUITTED.

Monslaughter in the Fourth Degree.—Francis McKenna was then placed at the bar, charged with having, by oulpable negligence, caused the death of Col. Wm. Harrison, late proprietor of the Northern Hotel, Cortlandt street, by knecking him down and driving one of the Knickerbocker line of stages over his body. For the defence it was proven that every exertion was made by the defendant to stop the stage in time to preven the fatal occurrence, therefore the jury, in view of these facts, rendered a verdict of acquittal.

Destructive Fire in Lockport, N. Y.

[From the Lockport Courier, May 1.]

was proven last every exertion was made by the defeath and to atop the stage in time to prevent the fatal occurs a werdet of sequitation, in view of hear facts, readered a werdet of sequitation, in view of hear facts, readered as welled of sequitation, in the provided hear facts, readered as welled to sequitate the provided hear facts, readered on the provided hear facts and several deciding a fact of the control of the dampstate of the weather, it is probable that the store in which the fire equipit, and the two next house of the best was presume are meanty correct. The store in which the fire equipit, and the two next house on the alley, were owned by J. K. (folley, upon which there was no insurance. The buildings were not a frunch whose, still they probably paid a good interaction from \$3,000 to \$10,000. The first of these stores, was completely by its workers, and the store of \$3,000 to \$10,000. The first of these stores, was completed by its workers. The store in which the first of these stores, was completed by its workers. The store in which the first of these stores, was completed by its workers. The store in which the first of these stores was occupied by John the probably covers loss. The theta and hast of the dridley stores was occupied by the workers, or of \$500, which probably covers loss. The first of these stores was occupied by the was mostly removed, but in a damped condition. He was not always to the store of \$500, which doubtless covers the loss. The next store was occupied by John Alexander. On these buildings the had an insurance of \$500, which doubtless covers the loss. The next store was occupied by H. Oarran, grocer, and the store in the rear of them and the store of the store was not always to the store of \$500, which doubtless covers the loss. The next store was occupied by H. Oarran, grocer, and the store of \$500, which doubtless covers the loss. The next store was occupied by H. Oarran, grocer, and th

was also the occupant of the first store in that block.

THE LOSS ON THE LAKES.—The Chicago Tribune estimates the loss by the late gale on Lake Michigan as follows:—The Olive Richmond, total loss, valued at \$2,700, cargo, \$2,350, no insurance; the Rocky Mountain, total loss, valued at \$2,000, insured for \$1,000, cargo \$3,000, no insurance; the Arrow, valued at \$2,000, cargo \$600, no insurance; the Arrow, valued at \$5,000, insured \$1,000, no insurance; the Lizzie Throop, valued at \$3,000, insured \$4,000, cargo \$1,200, no insurance; the Lizzie Throop, valued at \$3,000, cargo \$1,200, no insurance; the Maine, valued at \$7,000, insured \$6,000, cargo \$2,250, no insurence; the schooler A. C. Van Raaltee, damaged about \$200, by striking the breakwater.

A man named R. Waite, a wealthy farmer from Darien, Genesse county, while crossing with his team, the Canan-daigua and Nilsgara Falls Railread, one mile west of Ba-tavis, on the 1st inst., was struck by the engine, and his shull was fractured so badly that he cannot recover.

MARITIME INTELLIGENCE.

	name	******	
Mor	rements of Oc	ean Steamer	rs.
NAMES	THAVEN	100	name.
Andes	Liverpool	Boston	Ant 12
Africa	Liverpool	New York	Anl 92
Washington	Southampto	n. New York.	Apl 26
Canada	Liverpool	Boston	Apl 23
Atlantic	Liverpool	New York	May 3
Northern Lig	ht New York	San Juan	Mar 5
North Star	New York	Aspinwall.	May 5
Illinois	New York	Aspinwali	May 5
Europa	Liverpool	New York	May d
Union	New York	Havre	May 6
Curlew	New York	Berm & St 7	box May 8
Elack Warrie	New York	Hav. & Mod	ille May 0
City of Manch	ester Liverpool	Philadelphi	A May 10
Glasgow	New York	Clasrow	May 10
Arnbia	Boston	Liverpool	May 10
Pacific	New York	Liverpool	May 12
Africa	New York	Liverpool .	May 17
minne	······	manne	*****
	ALL COMPLETE WITH THE ST.		

Schr Washington, Smith, Australia, Schr Janes & Co.
Schr Ann, Purneil, Petersburg, J Hunter & Co.
Schr Annestown, Coffce, Norfolk, C H Person,
Schr Bay State, Sherwood, Boston, Dayton & Sprague.
Schr Chae Carroll, Pratt, Saybrook, Lane & West.
Sloop J P Wallace, Smith Tauston, master.
Sloop Warren, Stamard New Havon, master.
Steamer Georges Creek, Terry, Baltimore, Parker Vein
Steamer Georges Creek, Terry, Baltimore, Parker Vein
Steamer Georges Creek, Terry, Baltimore, Parker Vein

Steamer Georges Creek, very, Baltimore, Farker Vein Steamering Cempany.

ARRIVED.

Steamening Empire City, McGowal, New Orleans, April 26, via Havara 20th, at 1 FM, with mess and 100 page 100 Moberts.

Steamening Amoutown, Cavendy, Norfolk, 26% hours, with modes and passengers, to Ludlam a Pleasants. Spoke teamiles Nor Barnegat, brig Robert White, of Elizabeth City, NC, three days from Norfolk for New York, loaded with corn leaking hadly and pumps hoked. Left pilotboat No 17 alongside of her.

Ship Southampton Tinker, London, and Pertsmouth April 5. with modes and 600 passengers, to Griswold, Morgan & Wiley.

Nith Indee and CO passengers, to Griswold, Morgan & Wiley.

Ship Diadom, Myrick, Havre, March 23 in ballast, with 360 passengers, to flarstow & Pope. April 27, lat 49 50, lon 50 50, exchanged signals with an Am ship, painted black, steering E: 29th, lat 41 40, lon 63 50, saw a steamer bound W. Bark Ranger (of Fortland), Fogg, Havans, 11 days, with sugar, Ac, to Rassell & Vining.

Brig Johanna Henner (Prus), Gorlach, Burdeaux, 26 days, with brandy, to E P Quidort.

Thig Samuel J Peters, Smith, Havana, 10 days, with sugar and segars, to Sturges & Co.

Erig Linds, Gulbinon. Attakapas, 16 days, with sugar and molasses, to Sturges & Co.

Colt. Buth Vilence of Co. and molasses, to Sturzes & Co; vessel to Mayhew, Taibot & Co.

Sctr Ruth Halsey (of Greenport). Tathill, Havans. 11 days, with fruit, &c. to Theo Gilmartin.

Schr John Clark (of Frederleksburg), Sands, Baracos, 22d ult, with fruit, &c, to Meacham & Slews.

Schr John Clark (of Frederleksburg), Sands, Baracos, 22d ult, with fruit, &c, to Meacham & Slews.

Schr Lewis McLane, Bucklin, 3t Croix, 12 days, with rum and sugar. to Russell & Vining. May 2, lat 30 17, lon 71 49, spoke brig St George, hence bound S.

Schr Dobonnaire (Br), Dorman, Windser, 10 days, with plaster, to marter.

Schr Do S Sturzes, Morris, Philadelphia for New Haven. Schr Joseph Porter, English, Philadelphia for Boston.

Schr Mary Anna, Gibbs, Boston, 3 days.

BELOW.

Ship Art Union (of Boston), Stubbs, from Havre, March 30, with midse and passengers.

Also, two ships and one bark, unknown.

Wind during the day, NNE.

Wind during the day, NNE.

[By Sandy Hook Printine Triperapil.]
The Hientheres, May 4 Sundown
One ship in the Eastern offing, and one ship and a brig
south of the Highlands, bound in. All the outward bound
vestels have gone to sea.
Wind light from East. Weather hazy.

Memoranda.

The following vessels have been sold here:—Ship Chesapeake 640 tons, built in Baitimore, 10 years old, on private terms; sohr Lucretia, 163 tons, built, at Warren, Re, ave years old, 55000; and sahr Fides, 100 tons, built at Medford, Mass, \$4500, the latter for the African trade. The statement made in the English papers that the packet ship Chariet of Fame. belonging to Iraia's line of Boston and Liverpool packets had been sold, is incorrect. It is supposed to have arisen from the ship having made one run fr. in New York to Liverpool in Mossrs Grinnell, Mintura & Co's line.

Co's line.

Ship Bosphorus, 1470 tons, now building at Bangor by Messrs Chas Cooper & Co, has been purchased by parties in Bangor for \$90,000, cash, when ready for yea.

At New Bedford on Saturday, whaleship Phoenix, 423 tons, sold for \$6550; one sixtenath of renormal ship Mechanic's Own, built in New York about 1557, for \$1518.75; one sighth of whaleship Coral, 375 tons, at the rate of \$3600; one cighth of whaleship Coral, 375 tons, at the rate of \$3600; one cighth of whaleship Coral, 375 tons, at 1555.24. Brig Patriot 144 tons, an old vessel, formedy of Pro-vidence, was sold by auction at Fortland 29th ul- for \$1500 cash.

cash.

Missing Vrsants—The Br bark Wm Thompson, Dangias, elegated at New York Jan 4, for Queenstown, and has not since been heard of. She had a cargo of corn valued at Missing Vesenta—The Br bark Wm Thompson, Dauglas, eleared at New Ford Jan 4, for Queenstown, and has ant since been heard of, She bad a cargo of corn valued at \$2.813.

Bark Corvo, Capt J H Freeman, sld from Bosten Jan 2 for Marseilles, with a cargo of flour, and has not since been heard from. The C was formerly a whaler, of Orleans, and it is presumed still belongs three.

The Gloucester Telegraph puts down the schooners Gold Hunter and Luny Pulsifer as miceing vessels. They are both supposed to have foundered at sea. The following is a list of their crews:

Gold Hunter—Timothy MeIntire, mactor of Gloncester: Gold Hunter—Timothy MeIntire, mactor, of Gloncester, belonging to a place in the Gut of Canso; Chas H Rowe, of Gloucester: 16 years of age, and leaves a family; Saylers the Jesus of Gloucester, and the Gold of Gloucester, master, about 25 years of age, and eaves a family; Saylers of Age, and Leaves and native of Prince Edward Island, and brother of the master; John May, of Guisboro, NS, 25 years of age, an anterior of Prince Edward Island, and brother of the master; John May, of Guisboro, NS, 25 years of age, and marghy, of Gloucester, 20 years of Gorge Brooks, of York, Me, 18 years; Chas Hardison, of Boston, a foreigner, Myears; Thomas Marphy, of Gloucester, an Irishman, 65 years, and Leaves and the Gold Gloucester, and the Gloucester, and

leaves a family.

The Gold Hunter was a first-class vessel of 95 tons, built at Essex in the spring of 1852, and was insured in Boston for \$4000. The Lucy Pulsifer was a good vessel of 80 tons, built at Essex in 1850, and was valued, with her outlets, at \$4200, Seven-eighths of the vessel was insured in Gloucester for \$2256.

Seven-cigates of the vescel and the seven cigates and the seven ci

R Stockwell, and Capt E G Bablidge, who will command her.
At East Machias 25th ult, sobr B G Chaloner, 200 tonsowned by Meazr B G Chaloner, and James Wiewell, and to be commanded by Capt Albert Brown, all of East Machias.
At Bath Let inst, by Meazr Ball, Snew A Co, a fine freighting ship of 90% tons, called the Danube, owned by the builders. There is snother Am freighting ship Danube, now log at Havans for Europe.
At Hanger 27th ult, the bark M W Babdidge, of 323 tons, from the yard of Meazrs Saunders, Blaks & Co, Brewer She is owned by Moses Giddings, John True Butlers & Co, John T Strickland, Jonathau C Taylor, J W Humphrey, D R, Stockwell, and her captain, & G Babbidge.

Derga. Liverpool. New York. May 6
Union. New York. Have. May 6
Curiew. New York. Berm & St Frost. May 7
Curiew. New York. Berm & St Frost. May 7
Curiew. New York. Berm & St Frost. May 7
Curiew. New York. Berm & St Frost. May 7
Curiew. New York. Berm & St Frost. May 7
Curiew. New York. Berm & St Frost. May 7
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Change of New York. Change. May 10
Change. Liverpool. May 10
Charles. Liverpool. May 10
Charles. New York. Change. May 10
Charles. New York. Liverpool. May 10
Charles. New York. Change. Charles. Char

THE TENTH SERVICE RESTRICTED IN

chartered to load for a Northern US port at 2006 had and 22 box sugar, and 33 25 for molasses.

Jacketz-In port April 16, brig Maria, Bailey, from Beston, arr 4th; sohrs Arctic, Dyer, do, arr 6th; Leo, Snow, do, atr 18th.

Load in Trais's line for Hoston, to sail May 12; Silas Greenman, Magas, from Nyork, arr 18th.

Monvavide—in port March 3, barks Eringo, Lewin, from Boston Jan 7, arr Feb 23, dog; Amazon, Long, from Bettmore Jan 7, arr Feb 23, dog; Amazon, Long, from Bettmore Jan 7, arr Feb 23, dog; March 10, Long, from Bettmore Jan 7, arr Feb 23, dog; Justina, Black, from Cape Verd Islands via Bio Grande, arr Feb 27, for Burne Rios; brigs Zeno, Gilebrist, from Nyork abs Dec 1, arr Jan 21, for 40 dig; Foultsey, Mouats, from Baltimore abs Nov 18, arr Feb 2, dog; Foultsey, Mouats, from Baltimore abs Nov 18, arr Feb 2, dog; Foultsey, Mouats, from Baltimore abs Nov 18, arr Feb 2, dog; Foultsey, Mouats, from Baltimore abs Nov 18, arr Feb 2, dog; Foultsey, Mouats, from Baltimore abs Nov 18, arr Feb 2, dog; Foultsey, Mouats, from Baltimore abs Nov 18, arr Feb 2, and all prev to March 3, supposed for Buenos Ayres.

MATANZAS—Arr April 20, brig Charles Edward, Doak, Belfats, Ma; sohr Ada (Bry, Baueroft, Fortland, Sid 19th, talp Eric, Ourtis, Falmoutsh, 2; bark Vesta, Watson, Beston, John Carver, Nichols, NOrleans; 23d brigs Swam, Morres, Nyork; Sea Ranger, Trott, Blemmond; Condova, arthur, Providence; Susan, Johnson, Pertiand.

MADERIA—Sid about March 16, bark Tally He, Higgins, Cape Verd Islands and Glore.

MALLA—In port April 12, bark Sylph (Br), Roberts, for Palermo, to load for Boston. No Am vessel in port.

MALAD—In port April 2, bark Poly (Br), Roberts, for Palermo, to load for Boston. No Am vessel in port.

MALAD—In port April 3, bark 10s (Nor), Anderson, Providence; Susan, Johnson, Pertiand.

MADERIA—Sid about March 16, bark Tally He, Riggins, Cape Verd Islands and Glores.

MALLA—In port April 3, bark 10s (Nor), Anderson, Profit April 3, bark 10s (Nor), Anderson, Priland, Son Son Son, Son Son Son Son Son Son Son

uncer.

At do March 16. barks Resolution (Br), for N York, ready for ea; Coprad, Smaok, from Philadelphia Jan 23, are Psh; Sescea. Feinbegen, for Baltimore, idg; brigs ld Nelson (Br), for N York idg.

Saoux—In port abt April 25, ships Raven, idg for Europe;
H D Frances, Coutts, for London, leg; S Morrill, Neans, for NYork, do; brigs Angola, do do; Carolus, Hutchias, wig

Baltimore.

Sayraa—In port April 5, brig Isabel Beurmann, Morton, dieg, to load for Boston.

Home Ports.

APALACHICOLA—Arr April 28, ship Amtassador, Donald, Liverpool. Cld perets 21st, ships John Dunia Linecott, and R K Page, Hashorn, Liverpool; bark Col Ledyrd Belwith, Boston. In port 24th, ships Tonnassee, Northup, Ifrom and for N York, wig; Concordia. Cushing, for Boston, leg; bark Glen, Frentisa, do de; ship Daniel Brown, Heald for Fall Rivar do; and others.

Baltil Mort—Arr May 3, seth Sussex, Knight, Iddays from Arcelbo, P. R. Bolow, two unknown ships. Cld bark Bay State, Dill, East Boston: brig Queen Victoria (Bc). Mc-Rinsey, West Indies; sobre Danville, Dodge, Pernambuco-nass, Stonth Boston, William Pron. Networks, Cld Bark Bay State, Dill, East Boston: brig Queen Victoria (Bc). Mc-Rinsey, West Indies; sobre Danville, Dodge, Pernambuco-nass, Stonth Boston, William Pron. Networks, Rill Idassada, Shanda, Shanda, Shanda, Arriorsan March 19; bark Weymorth, Mass. Huse, Hall, East Boston.

BOSTON—Arr May 3, steamer Walpole, Baker, Philadelphia; Br bark Sphatz, Crosby, Arriorsan March 19; bark Vesta, Winslow, Matanzas 22d ult; Moct brig Panders, Galle, Antwerp March 4, Finshing 7th: brigs Sarah Parker, Parker, Trinidad 7th 12t, H P Cushing, Lancaster, Matanzas 17th ult; Kate Foster, Killman, Matanzas 16th ult; Roerina, Souther, Aklan, Mobile: Maryann, Vincent, Jacksonville; Trunton, King Darium Bamas, Reambil, New Orleans; Souther, Aklan, Mobile: Maryann, Vincent, Jacksonville; Trunton, King Darium Bamas, Racer, Philadelphia; Myra, Fuller, do; sohre Hanower, Paine, Jacksonville; Myra, Fuller, do; sohre Hanower, Paine, Jacksonville; Myra, Fuller, do; sohre Hanower, Paine, Hach, Kidridge, Indiasols; Wm Hill, Sarpant, Jacksonville; Hune, Godfrey, and Sylvia E, Ferry, Georgetown Sci Old Parsibles, Vangilder, and Champion, Bartlott, Wilmington NC; A S Eolis, Sweetland, Venico, Gian, and Essex, Kinner Norfels; Alexand Ann Elia Cake Sooy, Philadelphia; Frem, Smith; Antarea, Gandy; Maria Jane, Johnson; barah Ann Roe,

BARNSTABLE—Arr April 25, schr Ariesto, Gorham, New York
DIGHTON—Arr April 30, schrs James T Bertine, Sopor, James River: Chase, Psino, and Sonees, Glover, Phila-delphia. Sid May I, schrs Fannis Crocker. Crane, Balti-more: Superior, Peabody, suppeed for Rondont. FALL RIVER—Arr May I, schr Troasurer, Waples, Phila-delphia.

delphia. Sid May I, sehrs Yannis Crocker, Crans, Baltimore; Superior, Peabody, supposed for Rondout.

Fall RIVER—Arr May I, sehr Treasurer, Waples, Philadelphia.

GLOUCESTRE—Arr April 28, sehr Ads, NYork.

HOLMES HOLE, May I P M—Arr brig Hesperus, Hud. Wilmington, N.C., for Hath; sehrs Jas H Deonly, Winsmore, Philadelphia for lynn; Globe, Hopkins; Wilmington, N.C. for Hath; sehrs Jas H Deonly, Winsmore, Philadelphia for Lynn; Globe, Hopkins; Wilmington, N.C. for Bath; Black Hawk, Frya, Norfolk for Thomaston; N.C. for Bath; Black Hawk, Frya, Norfolk for Thomaston; Dunky Sally, Lorine, do for Portland; Marmo a. Warren Eastport for Philadelphia; Ariel, Small, Coluit Port for N York. Sid, sehr Gregon.

Way Bart brigg Mary Farone Limburnor, Wilmington, May J—Arr brigg Mary Farone Limburnor, Wilmington, May J—Arr brigg Mary Farone. Perkins, Virginia for Wathor of North Market, Color of the Market, Color o

Reinburgh, April E. 1854.

Arrai New London 2d, bark Prome, Gardner, Pacific, Hondellaw of St. 200 bits what it on board. Has 100 System on Friedlaw of St. 200 bits what it on board. Has 100 System on Friedlaw of St. 200 bits what it on board. Has 100 System on Friedlaw of St. 200 bits what it on board. Has 100 System on Friedlaw of St. 200 bits what it on board. Has 100 System on Friedlaw of St. 200 bits what it on board. Has 100 System on Friedlaw of St. 200 bits what it on board. Has 100 System on Friedlaw of St. 200 System o